

A STATUE of Oliver Cromwell will probably be added to the gallery of old

In the House of Commons.

In consequence of the prevalence of rabies in Hanoi, the authorities are taking drastic measures to suppress the "stray dog nuisance."

At the Magistracy to-day, before Comm. Hearings, two men who had got a quantity of jewellery and other property from the wreck of a junk at Taitam Bay on Saturday were fined \$15 or six weeks' hard labour each.

A CHINESE coolie in the employ of Mr G. Horspool, deputy superintendent of police, was sent to gaol for 23 days by Comm. Hearings at the Magistracy to-day for stealing five hundred dollars.

quarters yesterday; and an opium shopkeeper in Wellington Street received a similar sentence for taking the stolen wood.

For the past three days Superintendent Campbell, of the Fire Brigade, has been engaged in burning the plague mounds at Lesapran. The Kennedy town, Netherlands, and other temporary hospital buildings were all taken down and removed to a remote spot where, in spite of the wind and rain, they blazed up 'beautifully—a valuable object-lesson for all who care to learn.

As will be seen from our advertising columns, the *Honam* will make a special excursion to Macao on Sunday next. There will be a grand religious procession in the afternoon and a fancy fair in the Gardens in the evening. The steamer leaves Hongkong at 9 a.m. and Macao at 11 a.m.

10 p.m. It is to be hoped the extortionists will not have the same experience of those who went over to this festival last year.

A NUMBER of sliding-seat straps having been stolen lately from the Victoria Recreation Club boats, several of the boat-house servants were sent yesterday to watch the boats, which had been put on the grass in front of the Cricket Pavilion to be safe from the sea during the storm. Two automobiles were caught taking the straps, and were sent to goal for six weeks by the Acting Magistrate to-day.

THE ALLISON'S Vaudeville Company had another stroke of bad luck on Saturday night when the approach of the typhoon kept away a large number of the audience. The smoking concert was held nevertheless.

and was one of the best given in Hongkong for a long time past. In spite of the storm there was a fairly large audience, and the applause was frequent and well merited. To-night the Company will at last have everything favourable; the weather promises to be fine, the programme of the various singers at the Mount Temple

Hotel is specially attractive, and as the Vaudevilles are now well known and highly appreciated, the booking of seats is better than on any previous occasion since they arrived in Hongkong.

THAT the plague bacillus is not yet extinct is proved by the death of a coolie to-day with symptoms which Dr W. F. O. Lowson considers bubonic. The boy had been at Magazine Gap for several months, employed in the workhouse of Mr. J. Wright, solicitor.

and had only at very rare intervals been down to the city. It is said that he was taken ill several days ago, with fever; yesterday he was taken to the Government Civil Hospital (all the plague hospitals having been destroyed), and this morning, between eleven o'clock and noon, he died.

The plague towards the end of the epidemic

form, and was often difficult to distinguish from simple fever; the buboes sometimes did not appear until after death, and sometimes not at all. This last sporadic case, occurring in the healthiest part of the Colony, should be sufficient to remind the authorities that the plague must not be forgotten or made light of now that it has disappeared; the infected area of Taipinghah must not be left as it stands, ready to spread the germs of disease again next year. There is an immediate danger that the

ultimate danger still threatens the Colony ; there may be nothing but one or two isolated and unimportant cases for the whole summer up to next May ; but when the spring comes again, we may have another epidemic ; in fact, this case makes it exceedingly

thorough precautions are taken. The Colony has suffered enough this year; for Heaven's sake let us err on the safe side. Even if there is nothing infectious about this Magazine Gap case, even if the disease has little virulence now, it is enough to show that immunity has not yet been ab-

The Commission appointed, its duty should not be to enquire what precautions can be harked, but what further precautions not yet suggested have still to be carried out. The Commission might usefully investigate the question of sporadic cases, and find out whether they are really harmless to the general community.

THE S.M. Kulsang, from Oculat, Penang and Singapore, left Singapore for this port on Sunday, the 30th ult., at 6 a.m.

The small coasting steamer *Huanyang* was lost with all hands near Tauron in the storm of September 12.

A fire occurred in San Miguel, Manila, on the night of the 21st ult., destroying property to the value of over \$500,000.

Two feet of a top-story verandah in Wyndham Street (College Chambers) fell down yesterday. Nobody was hurt.

PENDING the appointment of M. Goebl's successor, Mr. Hans, Austro-Hungarian Consul-General, will be in charge of Belgian interests at Shanghai.

At the Hanoi criminal court on Sept. 18, M. Bourgeois Meffre, who on the 19th June last found his employees neglecting their work and displayed so much anger that an Annamite girl in fear rushed out by a dark passage and was killed by a fall was sentenced to pay \$500 damages to the girl's father.

Since the steamship *Patan* was reported captured and taken to Kaelong on suspicion of carrying contraband, the agents, Messrs. Dodwell, Carrill & Co., have been actively enquiring into the matter, and have found that the vessel is still at Kaelong, with a 'prize crew' of Chinese on board; that after careful search, nothing whatever of an incriminating nature has been found on board; and that the British Minister has sent a peremptory demand for the release of the ship, and an adequate apology and reparation. If the Chinese do not promptly realize and atone for their mistake, they will probably have the lesson unpleasantly driven into them.

REFERRING to a paragraph recently reprinted from the *London and China Express*, we learn that the Norddeutscher Lloyd steamer *Prinz Heinrich* will leave Bremerhaven on the 5th December next on her maiden trip for China. The steamer is timed to arrive here on the 16th January, 1895, and will leave again for Europe on Monday, the 4th February, 1895. The *Prinz Heinrich* is a sister ship of the *Prinzess Luise*, which completed her trial trip on the 19th August last in a highly satisfactory manner, and which was to leave Bremerhaven on the 29th August on her first voyage to Australia, whilst the *Prinz Heinrich* will permanently run on the Imperial German Mail line to China. Both steamers are twin-screwed, each of about 7000 tons Register and 6000 horse-power, with a speed of about 15 knots. The passenger accommodation has met with the most particular attention. All first and second class cabins have been arranged on the upper deck; the first class cabins being placed forward and aft of the engine-room shaft and the second class cabins in the poop. The cabins are all large and airy and have been fitted in the most improved style, being provided with large berths, patent washing stands, tables and wardrobes. Large 'bull-eyes' give plenty of air and in bad weather excellent ventilation is supplied through Uiley's Patent Ventilator. Electric light, as a matter of course, is provided all over the steamers. The saloons are fitted in accordance with the modern English style, those of the first class being forward of the engines on five promenade decks. The spacious dining saloon receives plenty of air through twenty large windows and a magnificent skylight. The ladies' room and the smoking room are, like the Dining Saloon, real gems of the decorative art, being fitted in the most finished style by the world-renowned firm of A. Bené in Mainz. A five promenade deck, 200 feet in length, is provided for the first-class passengers. Special attention has also been paid to the comfort of the second-class passengers, there being room for about eighty passengers second class, the cabins being on the upper deck, whilst the second-class dining saloon, ladies' room, and smoking room are placed in the deck house on the poop. For passengers third-class special compartments are set apart with from 2 to 12 berths. The engines have been constructed after an improved type, which at first came in use some two years ago on board the Austrian frigate *Tegethoff*, and proved there a great success. On going at full speed not the slightest vibration is felt in any part of the ship and the engines can be worked without the least noise. These two additions to the North German Lloyd Company's fleet should, therefore, become great favorites in the general passenger traffic.

ADMIRAL Hornby's recent statement that out of every eight seamen in the British mercantile marine three are foreigners, has excited considerable interest at the great centre of population in this condition, some difficulty might be experienced in manning the Navy were a great maritime war to break out. A former resident in Newfoundland, writing to a provincial paper, believes that a large supply of the very best raw material exists in that country, and only requires organization to become a very valuable reserve. There are, he affirms, between 30,000 and 40,000 fishermen in Newfoundland, who are second to none in physique, endurance, courage, and skill. It is supposed, therefore, that they should be offered enlistment as naval reserve men, on condition of going through a regular course of drill every winter, and being willing to serve on board war ships in any emergency.

ANOTHER work for engineers and members of Boards of Health just being issued is 'Modern Methods of Sewage Disposal for Towns, Public Institutions, and Isolated Houses,' by Mr. George E. Waring, junr., M. Inst. C.E. The purpose of the work is to set forth in a simple way—in terms as free as possible from technical nomenclature—the principles and the practice of sewage disposal which have been slowly developed since the time of the publication of the first report of the Health of Towns Commission fifty years ago. A book of this description should prove a useful addition to the library of the Hongkong Sanitary Board.

The *Times*, in an article, entitled 'Retrospect of the British Association,' makes the following significant statement:—'This unprejudiced listener must have been struck with the fact that, almost without exception, scientific economists are on the side of silver, and that they are followed by a large body of practical men and eminent politicians.'

THE Newchwang correspondent of the *China Gazette* writes on the 29th Sept.—'At last a postbox has appeared, the first since the *Kiungshing* paid us a short visit last October. The *Pingy* will remain about a week, we hear, but we hope very much she may return here later for our defence during the winter months, when she will be heavily welcomed, not only by the foreign residents but by the respectable Chinese, who are quite as anxious to have a gunboat here as we are, and are quite as much alarmed by the turbulent spirits around us.'

THE new destroyers *Hawock* and *Hornet* did not come well on the manoeuvres owing to accidents to their machinery, but are said to have proved themselves good seaboats, though exceedingly lively in a sea-way. They belong, of course, to an entirely novel type, and it is only natural to expect that many defects will be developed which further experience will enable our designers to correct. By-the-by, the Admiralty have decided to abolish the fixed stem torpedo tubes in these vessels owing to the danger that exists of their overrunning the torpedo, if steaming at full speed, to accidents to their machinery. In future, instead of this stem tube, two six-pounder quick-firing guns will be carried, and two single revolving broadside tubes.—*Pail Mail Gazette*.

THE Berlin correspondent of the *Standard* states that the Japanese Premier, Count Ito, is reported to have remarked to several diplomatic officers at a critical time, says the *San Francisco Chronicle*. Had through measures been taken at the outset the epidemic could have been stamped out with small loss of life and little damage to the city. By delay and inefficiency the disease has become a foothold, with the result of a heavy mortality and a deadly blow to the commerce of a great port. With population reduced one-half and nearly all steamer traffic stopped, Hongkong is merely the shadow of its old prosperous self. It is doubtful whether the city will ever regain the commercial prestige which was allowed to slip away from it so foolishly.—Our American contemporary does not quite hit the mark, but is pretty near.

The following team has been chosen to represent Shanghai in the approaching international athletic meet at the Crystal Palace, London, on the 25th ult. The team consists of Messrs. F. A. Abbott, D. W. Crawford, P. A. Cox, F. O. Farbridge, J. Mann, A. J. Platt, M. W. H. Mowle, W. A. C. Platt, F. H. Sawyer, A. P. Wood, and E. A. de St. Croix (Captain). The *Mercury* comments as follows on the team:—'A strong team, composed of men chosen to maintain the honour of our community. It will be noticed that the team is composed of English representatives with one exception, Crawford—who, after his sturdy stand in the International Match, is rightly placed in the eleven. We wish them luck, and hope that they will wrest from the visitors the S.O.C. flag, left behind through defeat, last year, in Kobe. Great preparations are being made to entertain our guests, who will have a merry time, even if defeated, a contingency to be looked for, considering the state of new—our flag; but we may safely rely upon the above team doing its level best to bring about the desired result.'

ASSUMING that our Foreign Office has an intention of proposing an intervention of the Great Powers in Korea, we are told, says the *Overland Mail*, that it is held at St. Petersburg, and is in the official world, that the Russian Government would no more admit such a proposal than they would the annexation of Korea by China or Japan or the occupation of part of the country by another Power. This it is added that the Russian Government will not do, and when the fitting moment comes she will adopt such measures as she may consider best suited for guaranteeing her safety in these regions. Of course no such proposal has ever been entertained by our Cabinet. The British Government is not likely to meet a joint intervention in Korea, which would only bring upon the scene all the jealousies and complications which are mixed up with the existing imbroglio, in itself formidable enough to excite the vigilance and tax the diplomatic skill of all the Powers. The extreme sensitiveness displayed in Russia on this question is in itself an indication of the largeness of the views which she cherishes with regard to her future action in Korea, and the Governments at Tokyo and Peking were they would take note of it, and as a result, as a possible chance which the struggle on which they have embarked must, if it be long continued, give to the Russians of carrying out those views. England on the other hand is warned by these gratuitously menacing expressions of feeling to watch the development of affairs with the utmost vigilance, and if Russia should attempt to make good its pretensions, then either alone, or in concert with the United States and other Powers, she must take the necessary steps for safeguarding her own interests.

A SCIENTIFIC journal tells how to prevent hemorrhage. Another good way is to refrain from going out between the teeth.

THE TYPHOON.
The gale of Saturday night and Sunday morning has not done much damage in the Colony. For some time the position of the typhoon, in the vicinity of the Kowloon Dock, looked critical, but also rode out the worst of the gale without sustaining the least damage. Two large junks were thrown upon the beach in Hungsham Bay. The crews escaped, but the junks were dashed to pieces. A third junk was driven on shore opposite the camp of the detachment of the Sherpoite Regiment, but escaped serious injury. The new roadway along the Praya at Kowloon has been partially destroyed again, as it has been, more or less, in every gale since October of last year, all for the want of a little foresight in filling in the old roadway to support the new embankment. The force of the wind, as recorded at the Observatory was 9 as against force 11 in the gale of Tuesday. The following barometric readings were taken in Hongkong:—

Saturday, 29th ult.	
6 p.m.	29.61
7 p.m.	29.52
8 p.m.	29.55
Sunday, 30th ult.	
1 a.m.	29.60
2 a.m.	29.61
3.30 to 5 a.m.	29.59
5.30.	29.60
8 a.m.	29.63
6.30.	29.65

The rise in the barometer on Saturday evening was peculiar, and led many to fancy the storm had passed, but the lowest reading was shown between 3.30 and 5 a.m. on the 30th ult.

The black ball was taken down at 4 p.m. to-day.

The following notice is issued from the Observatory:—
On the 29th at 6.15 p.m., Two lanterns hoisted vertically. On the 30th at 10.40 a.m., Black Ball hoisted. At 11.10 a.m., typhoon, now almost S.W. of Hongkong, appears to be moving towards the coast to the North of Hainan Straits. The barometer has commenced rising here, and the gale may be expected to begin to gradually decrease in the course of an hour or two. On the 31st at 11.20 a.m., The typhoon appears to have moved into the N. part of Gulf of Tongking. In Hongkong, barometer rising, with strong S.E. winds and very squally and showery weather.

CANTON NOTES.
A junk, heavily laden with a cargo of raw silk and passengers, from Lung Kong village in Shun Tak District, bound for Macao, encountered the typhoon on route on the 25th ult. and capsized. Out of the twenty odd passengers only a few survived, and the loss in the cargo is estimated at upwards of a hundred thousand dollars.

With reference to the raising of an international war loan in Canton, we learn that on the 28th ult., the headmen of the Sha Kiang and rice guilds held a meeting amongst themselves to discuss the steps they should take in this matter.

As reported in our previous issue, H. E. Tong Yung Lim, Commander-in-chief of land forces in Kwang Tung, who had been telegraphed for by Viceroy Li Huan-chang, left Canton on the 28th ult., for Wei Chow, his head quarters, preparatory to going up North by sea at the beginning of this month. He might be required to guard the capital or to take an active part in the war, but at present nothing is definitely known. His past will be taken up by Brigade General Chang Chun-fat from Kwang So.

It is reported that the military officer commanding the Shamen patrol guards has been commissioned by the Viceroy to enlist soldiers from Anhui for the defence of this province.—*Chinese Mail*.

ALICE MEMORIAL AND NETHERSOLN HOSPITAL.
Statistics for September, 1894.

In-Patients remaining in Hospital on 1st Sept., 1894.	
In-Patients admitted in Hospital during Sept., 1894.	22
Total number treated in In-Patients.	26
Of these there were:	
Discharged cured.	7
Discharged on other grounds.	1
Died in Hospital.	1
In-Patients remaining in Hospital on 1st Oct., 1894.	15
Out-Patients New Cases.	620
Total number of Out-Patients.	1,023

The following paragraph from the *London Daily News* serves to emphasize the difficulties of the weather prophet all the world over:—'Our correspondent "Anti-Fluvius" has curiously caught the Meteorological Office napping in its forecast of "fair, warmer, and southerly airs" for a day that proved to be almost a continuous downpour. He will see, however, by reference to the forecast of to-day, that some gift of prophecy remains with the Department. It seems to have anticipated his letter by issuing a forecast that will suit all weather whatsoever. For to-day is to be marked by "varying airs; foggy and damp to fine." The Department evidently knew what was coming from "Anti-Fluvius," and determined to hedge in such a manner as to defy a second assault of his malice. To-day's "varying airs" will serve for any weather, and the range from fog to fine seems to leave nothing to be desired in comprehensiveness. The Department was a little too explicit on the first occasion, but it is easy to cure that fault. To-day's forecast makes full allowance for the brightest sunshine, or for the most untoward result of that "small barometric depression" which, it seems, did all the mischief yesterday.'

'Still a bachelor, Waters?' 'Yes.' 'Necessity or choice?' 'Both. My necessity, for choice?'

CORRESPONDENCE.

VOLUNTEERING CASUALTIES.
To the Editor of the 'CHINA MAIL.'
Hongkong, Sep. 29.
SIR,—As we cannot have our shooting this afternoon, on account of the storm, I would like to have a stray shot or two through your columns, which I hope will not raise another storm in the camp. There is no black cone in this case, however; only a black ball, which indicates rather a good riddance, if I understand Observatory signals correctly.

In a Volunteer Corps Order issued to-day (Saturday)—though it bears date of Monday next—I find, under the heading 'Casualties'—
'Joined, no. 124, G. R. McLeish; no. 125, G. T. Gifford; and no. 126, G. F. A. Nolan.
'Struck off, no. 23, G. S. Jeffery; and no. 44, G. F. S. Willson.'

I returned to me that 'Casualties' was a funny word to use for these events. Turning to Webster (Unabridged), a highly interesting book full of varied though somewhat short items, I find 'Casualty' described as 'An accident, that which comes by chance or without design, or without being foreseen; contingency.' These definitions hardly apply to the joining or leaving of Volunteers, one would think, for such things do not happen without being foreseen by somebody. A man never joins without intention, since conscription and press-gangs are unknown here; and a man cannot be struck off the rolls without the Commandant's previous knowledge.

Further down, however, I find that Webster says: 'In military returns the heading of casualties embraces all men who die [which may reasonably be included in the unforeseen] and who desert or are dismissed [which probably is a straining of the original definition], apparently not including those who are struck off the rolls for any cause.' This, therefore, covers those who are struck off; but how about those who are newly joined? A further explanation in the dictionary is, 'any misfortune or loss sustained by an individual or a body of men.' The Adjutant would not wish it to be considered a misfortune that Messrs. McLeish, Gifford and Nolan have joined? The expulsion of Messrs. Jeffery and Willson may or may not be a misfortune, but I cannot help thinking that the word is entirely inapplicable to such new recruits. If there are any more (as I hope there will be many) to come forward and join in the defence of their homes, it would be as well to find some word more calculated to convey an idea of welcome and encouragement.—Yours,

A VOLUNTEER.

PLACE GRIMS.

To the Editor of the 'CHINA MAIL.'
September 29.
SIR,—In my letter to your paper of yesterday I made a slight mistake. Instead of saying that my letters to the *North-China Daily News* were under 'the above heading' I should have said they were under the heading of 'Over-Crowding.'

Thanking you in anticipation for following the correction. Yours faithfully,

HYGIENE.

THE CHINA-JAPAN WAR.
THE PART OF CAPTAIN TUNG.
The *N. C. Daily News*, which, on the previous day, reported the safety of Capt. Tung, states on the 25th ult.:—'There does not appear to be any doubt that Captain Tung of the *Chihyuen* went down with his ship. An expedition has accordingly been sent to search for his body. The first in-line of the *Chihyuen* was saved and has arrived at Port Arthur.'

PRIVATE REPRESENTATIVES AT TIENTSIN.
The North represents an uneasy feeling prevailing there, both amongst foreigners and natives, the exact nature for which is not readily apparent. The natives appear to have an extraordinary idea that foreigners are helping the Japanese, and are doing this by the aid of the Chinese. They have heard that in the recent naval battle three French and four Russian ships were engaged. Meanwhile the recruiting and drilling of the Chinese forces goes on, but very large proportion of the men are sent half armed, and badly equipped, to the front. The Chinese leave much to be desired. Very little is known of the movements of the Japanese, but if they should effect a landing on Chinese soil a panic, if not a revolution, in North China seems highly probable. There is a feeling of Tientsin, taking the Chinese into consideration, are forming a Volunteer corps.

GENERAL TSO KILLED—NOT CAPTURED BY THE JAPANESE.
A decree dated the 22nd instant, was received at this port on Monday night, referring to the Viceroy Li's report concerning the death by a bayonet wound of General Tso Fao-kuei, Commander of the Fengtien division, at Pingyang on the 16th instant. General Tso, it is stated, although at first surrounded by the 25th Chinese army, he managed to break through the Chinese entrenchments at Pingyang, bravely stuck to his post, refusing to retire, and continued directing the serving of his field pieces until killed by a bayonet thrust in the chest by the attacking enemy. The usual government honours and pecuniary relief have been awarded to the sons of the deceased General, who was really Brigadier-General of the Kaohsiung division, Kuangtung, when called to go to Korea.—*Daily News*.

(In the translation of the same Editio princeps, it is stated that General Tso was killed in the breast.—*Ed., C.M.*)
AN amusing incident occurred a day or so ago at the Law Courts. When an undressed divorce suit was called on before Sir Francis Jeune two counsel jumped up simultaneously to open the case. They had both got their feet in the air, in this case I appear for 'when they suddenly stopped and faced each other in blank astonishment. "Whom do you appear for?" asked barrister No. 1. "For the petitioner," replied No. 2. "Beg your pardon, I am instructed for the petitioner," answered No. 1, amidst loud laughter, in which the judge heartily joined. It transpired that the petitioner was in the navy, and being away on foreign service none of the members of his family at home were presenting the case. His lordship said, "I am instructed for the petitioner," and the other—probably through two of his relatives, each unknown to the other, acting for him—two briefs were prepared with the result as stated. After some discussion barrister No. 1 yielded the case to No. 2, who, however, was unable to say it to a successful issue, as his lordship said, "I am instructed for the petitioner," and the other—probably through two of his relatives, each unknown to the other, acting for him—two briefs were prepared with the result as stated. After some discussion barrister No. 1 yielded the case to No. 2, who, however, was unable to say it to a successful issue, as his lordship said, "I am instructed for the petitioner," and the other—probably through two of his relatives, each unknown to the other, acting for him—two briefs were prepared with the result as stated. After some discussion barrister No. 1 yielded the case to No. 2, who, however, was unable to say it to a successful issue, as his lordship said, "I am instructed for the petitioner," and the other—probably through two of his relatives, each unknown to the other, acting for him—two briefs were prepared with the result as stated. 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Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Oct. 3, at daylight.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, Oct. 20, at 1 p.m.

Chile (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Nov. 7, at 1 p.m.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 3rd October, at daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States live, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash., and all other bills are given in full as they appear in the Daily issue.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China "hands" at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, at their addresses being forwarded to the Office.

Subscription:

Per Annum, - - - \$12.00, postage, - \$1.00

" Quarter, - - - 3.00, " 0.25

" Single Copy, 0.30.

China Mail Office, Hongkong.

THE CHINESE MAIL

報日字華

(With Tse Yat Po).

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, being their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Peking, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and antichinese in tone—is almost limitless. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,

China Mail Office.

WASHINGTON BOOKS.

(In English and Chinese.)

WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can now be had at Office—Price, \$1 each.

China Mail Office.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,

Acting Agent.

Hongkong, September 28, 1894. 1513

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THIS COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal ports in RUSSIA.

ON MONDAY, the 16th day of October, 1894, at 3 p.m., the Company's S.S. DAMSTADT, Capt. D. HOBBS, with MAILS, PASSENGERS, SPIRITS, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 13th October, Cargo and Space will be received on board until Noon, on MONDAY, the 16th October, and parcels will be received at the Agency's Office, until Noon, on SUNDAY, the 14th October. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2. and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

VELOCHERS & Co., Agents.

Hongkong, September 22, 1894. 1531

NORTH PACIFIC STEAMSHIP AND RAILROAD COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sailings: Tuesday (October 10), Victoria; Tuesday (November 5), Tacoma; Tuesday (December 11), San Francisco; Tuesday (Jan. 1/95), Victoria; Tuesday (Jan. 22/95), Victoria.

THE Steamship SIKH, Captain J. ROWLEY, sailing at Noon, on TUESDAY, the 16th October, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

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Acting Agent.

Hongkong, September 28, 1894. 1470

Intimations.

SANTAL-MIDY.

The pure essence of Santal obtained by Mij's process from the best Mysore wood.

SANTAL-MIDY entirely different from the santal oil of the Indian Bazar, is superior to Capivi, Cubeb, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in Capsules, each of which bears the name "MIDY" in black letters, without which none are genuine.

SANTAL-MIDY Beware of Imitations. All other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. Watson & Co., Chemists.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894. SAFETY—SPEED—PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Call at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. (Call at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Two Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 3rd October.

EMPEROR OF CHINA, Comdr. R. A. HARRIS, R.N.R., WEDNESDAY, 31st October.

EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 28th Nov.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent can give choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATE (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCUIT OF PACIFIC TICKETS (Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100).

The attractive features of this Company's route, embrace its PALATIAN STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

Hongkong, September 5, 1894. J. B. BROWN, General Agent, PRINCE STREET, 1440

SHARE LIST—QUOTATIONS—OCTOBER 1, 1894.

Stocks. Nos. of Shares. Value. Paid-up. Closing Quotations, Cash.

Hongkong and Shanghai Bank Cor. New Issue, 80,000 \$ 125 all 92 1/2 prem., sales & sellers

Bank of China, Japan and Straits, 99,875 \$ 10 1/2 1 1/2 nom., 11,500 \$ 12 1/2 15

National Bank of China, Limited, 1,000 \$ 10 1/2 8 1/2 1/2, sellers

Canton Insurance Co., Ltd., 10,000 \$ 250 5 1/2 145, sales and buyers

China Traders' Insurance Co., Ltd., 24,000 \$ 83.33 5 1/2 201, ex div., sales & sellers

North-China Insurance Co., Ltd., 9,000 \$ 20 1/2 7 1/2 175, buyers

Straits Insurance Co., Ltd., 30,000 \$ 10 1/2 20 1/2, sellers

Union Insurance Society Co., Ltd., 10,000 \$ 25 1/2 140, buyers

Yangtze Insurance Association, Ltd., 5,000 \$ 6 1/2 575, buyers

China Fire Insurance Co., Ltd., 20,000 \$ 10 1/2 577

Hongkong & Peking Insurance Co., Ltd., 5,000 \$ 25 1/2 180, sellers

Straits Fire Insurance Co., Ltd., 20,000 \$ 10 1/2 2 1/2 204, sellers

DOCKS.

Hongkong & Whampoa Dock Co., Ltd., 12,500 \$ 125 all 78 1/2 prem., sales

China and Manila S. S. Co., Ltd., 5,000 \$ 50 all 405

Douglas Steamship Co., Limited, 20,000 \$ 5 all 448, sellers

S.K. & Co. and M. Steamship Co., Ltd., 50,000 \$ 20 all 254, sellers

Indo-China S. S. Company, Limited, 60,000 \$ 10 all 442, sellers

China Launch Company, Limited, 2,000 \$ 6 1/2 8

China Mutual S. S. Co., 20,000 \$ 10 1/2 18, 27, 22 1/2, 21, sellers

Do. (new issue), 20,000 \$ 10 1/2

REFINERIES.

China Sugar Company, Limited, 15,000 \$ 100 all 157, sellers

Canton Sugar Company, Limited, 7,000 \$ 10 all 443, sellers

WHAVERIES.

H.K. & Kow. Wharf & Godown Co., 20,000 \$ 50 all 37, sellers

Wanchai Warehouses and Storage Company, Limited, 2,600 \$ 100 37 3/4, sellers

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited, 50,000 \$ 100 5 1/2 51, sales and sellers

Kowloon Land and Building Company, 6,000 \$ 60 3 1/2 10, sales

Hongkong Estate & Finance Co., 1,000 \$ 10 all 104, nom.

West Point Building Co., Limited, 12,500 \$ 60 3 1/2 119, sellers

TRAMWAYS.

H.K. Eight-Level Tramway Co., Ltd., 1,200 \$ 100 all 70

Jelobu Mining & Trading Co., Ltd., 45,000 \$ 5 all 35.50, sellers

Société Française des Charbonnages du Tonkin, 5,000 \$ 500 50 500, nom.

New Balmoral Gold Mining Co., Ltd., 15,000 \$ 10 all 1.80; 82, sellers; 82, 4 nom.

Raub Aust. Gold Mining Co., Ltd., 20,000 \$ 1 13/10 85.10, buyers

Société Française des Houillères du Tonkin, 8,000 \$ 500 all nom.

PLANTING, ETC.

China-Borneo Company, Ltd., 7,500 \$ 100 3 1/2 44, sellers

H. G. Brown & Co., Limited, 6,000 \$ 50 all 11, sellers

Hongkong Hotel Company, Ltd., 6,000 \$ 50 all 11, sellers

A. S. Watson & Co., Limited, 80,000 \$ 10 all 101, sales and sellers

Bakini, Crookshank & Co., Ltd., 50,000 \$ 5 all 1

LOANING.

H.K. and China Gas Co., Limited, 7,000 \$ 10 all 125

Hongkong Electric Co., Limited, 30,000 \$ 10 1/2 84.70, sellers

SALES AND CURRENT.

Green Island Cement Co., Ltd., 20,000 \$ 50 all 85 1/2, buyers

Hongkong Brick & Cement Co., Ltd., 4,000 \$ 15 12.50 84, sellers

MISCELLANEOUS.

Campbell, Moore & Co., Limited, 1,300 \$ 10 all 84, sellers

Geo. Pawlick & Co., Limited, 6,000 \$ 25 1/2 2319, sellers

Hongkong Bakery Company, Ltd., 3,000 \$ 10 all 38, sellers

Hongkong Dairy Farm Co., 3,000 \$ 25 all 76

Hongkong Tea Company, Limited, 5,000 \$ 25 all 1107

H.K. Rope Manufacturing Co., Ltd., 5,000 \$ 50 all 1107

* Founder's shares

LOANS.

Chinese Imperial 1885 £15,000,000 £250 7 1/2 p. ann. 10 1/2 prem., sales

Hongkong Hotel Mortgage Debentures, 1893 \$ 400,000 \$500 6 1/2 prem 3500

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Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Island.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Number	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	3	Storm	Dan.	str.	355	Sept. 28	Arnhold, Karberg & Co.	Hoihow, &c.
Agnes	3	Storm	Fch.	str.	290	Geo. R. Stevens	K'loon Dock
Arday	3	Sadd	Brit.	str.	1075	Sept. 28	Jardine, Matheson & Co.	Singapore
Biango	3	Barbano	Italian	str.	1494	Sept. 27	Carlowitz & Co.	Bombay, &c.
Bydo	3	Broke	Norw.	str.	771	Sept. 28	Onhinee	K'loon Dock
China	3	Ward	Amer.	str.	524	Sept. 24	P. M. S. S. Co.	San Francisco
China	3	Voss	Ger.	str.	1240	Sept. 27	Mathelbers & Co.	Saigon
Deuteron.	3	Dine	Ger.	str.	1397	Sept. 27	Siemens & Co.	To-morrow
Empress of Japan.	3	Lee	Brit.	str.	5904	Sept. 27	19 Canadian Pacific Railway Co.	3rd inst.
Fushun	3	Luht	Chi.	str.	1504	July 27	C. M. S. N. Co.	Laid up
Glucksburg.	3	Thomson	Ger.	str.	218	Oct. 1	1 Melchers & Co.	Shanghai
Hafan	3	Goddard	Brit.	str.	1183	Sept. 27	23 Douglas Steamship Co.	Shanghai
Hongkong	3	Bastian	Fron.	str.	927	Oct. 1	A. R. Marty	Shanghai
Ixon	3	Nish	Brit.	str.	2209	Oct. 1	1 Butterfield & Swire	Shanghai
Jacob Diederichsen	3	Hundewadt	Ger.	str.	710	Sept. 28	2 Carlowitz & Co.	Shanghai
Kwang	3	Buns	Ger.	str.	989	Sept. 27	20 Jardine, Matheson & Co.	Shanghai
Leopold	3	Ward	Brit.	str.	1327	Sept. 30	30 Dodwell, Carhill & Co.	Shanghai
Lighting	3	Sundberg	Brit.	str.	2124	Sept. 2	2 David Sassoon, Rana & Co.	Calcutta
Lysemon	3	Heusermann	Ger.	str.	1238	Sept. 28	2 Siemens & Co.	Shanghai
Machow	3	Anderson	Brit.	str.	1049	Sept. 28	2 Yuen Fat Hong	Shanghai
Malacca	3	Oaso	Brit.	str.	2615	Sept. 28	P. & O. S. N. Co.	Sandakan
Memmen	3	Branch	Brit.	str.	825	Sept. 28	2 Butterfield & Swire	Shanghai
Nanfa	3	Davis	Brit.	str.	1970	Sept. 28	2 Arnhold, Karberg & Co.	Shanghai
Pronto	3	Bohn	Ger.	str.	632	Sept. 28	2 Siemens & Co.	Shanghai
Reich	3	Carlsen	Ger.	str.	1065	Sept. 28	2 Melchers & Co.	Shanghai
Takang	3	Forsyth	Brit.	str.	1709	Sept. 28	2 Jardine, Matheson & Co.	Shanghai
Tai Yick	3	Fremman	Brit.	str.	977	Oct. 1	2 Jardine, Matheson & Co.	Shanghai
Tellus	3	Schulds	Ger.	str.	903	Sept. 28	2 Meyer & Co.	Shanghai
Triton	3	Amundson	Norw.	str.	1639	Sept. 28	2 Wieler & Co.	Shanghai
Ulen	3	Concilor	Ger.	str.	1058	Sept. 28	2 Lauts and Wagoner	Shanghai
Yuenang	3	Waddilove	Brit.	str.	1160	Sept. 28	23 Jardine, Matheson & Co.	Shanghai
Yuen Ching	3	Harris	Chi.	str.	760	Aug. 22	C. M. S. N. Co.	Laid up